

SPORTING INCIDENTS

being

*A collection of forty-four plates of Coaching, Hunting,
Amateur Races, and Horses in the Show Ring.*

The designs by

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With an introduction by

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JUDGING HACKNEY STALLIONS

NATIONAL HORSE SHOW ASSOCIATION

At NEW YORK NOVEMBER 1892



Mr. Prescott Lawrence's Fashion.



ESSRS. Goubaux and Barrier, in their exhaustive treatise on "The Exterior of the Horse," thus speak of the hackney:

"... He occupies, in the list of saddle-horses, the same place as the large coach-horse

among the coach-horses,—that is to say, the first rank. . . . The purity of the anatomical outlines approaches perfection; the harmony of the form and the fine proportions of the body give to the connoisseur an impression of plastic beauty; the thinness of the integument, the neatness of the members, and the beauty of the whole are carried almost to extremes; the ease and suppleness of the movements, the gracefulness of the attitudes, the nobleness of the walk, the expression of the physiognomy, the pride and intelligence of the look, the elegance and brilliancy of the gaits, united to breeding, docility, impetuosity, and ardor,—such are the qualities which this horse should possess, the animal chosen by every sportsman really worthy of the name."

As an all-around horse, for speed, endurance, good temper, courage, and appearance, the hackney cannot be too highly commended. While these excellent and extremely desirable qualities have long been appreciated in England, it is only within the last eight or ten years that the hackney as a distinct breed has

attracted much attention in America. Little Wonder, imported by Mr. A. J. Cassatt in 1883 and exhibited at the first horse show of the National Horse Show Association, and Fashion, brought over the following year by Mr. Prescott Lawrence, excited much admiration and favorable comment, and since then the importation of high-class hackneys has gone on steadily, and the business of breeding and rearing them has been carried on in this country with most encouraging results.

To the usefulness and value of the hackney is due its growing popularity, and the success of the American Hackney Horse Society, which was organized in 1890, furnishes a gratifying assurance that the permanent establishment and improvement of the breed in America is certain.

At the horse show the hackney classes always excite great enthusiasm, and the event represented in the accompanying plate was one of the most interesting that took place during the recent exhibition. It was officially described as "Class 24. Stallions, three years old or over, to be shown with four of their get," and the first prize was won by Dr. Webb's chestnut horse, Matchless of Londesborough, eight years, by Danegelt; Lady Lyons shown with Berserker, four years, Enthorpe Performer, three years, The Charwoman, three years, and Lord Loudon, yearling. The second prize was won by Mr. Prescott Lawrence's black horse, imported Fashion, fourteen years, by Confidence. In the plate Matchless is represented as he is about to receive the blue ribbon.



JUDGING HACKNEY STALLIONS

National Horse Show Association, New York, 1892

Matchless of Londesborough with four of his get winning the Champion Hackney Prize





Painted by W. H. Smith, Albany.

Published in New York 1892 for Sporting Magazine.

Madison Square Garden, New York, 1892.

National Horse Show Association, New York, 1892.

Watchdog of Sportsman with four of his pet winning the Champion Hackney Drive.

Printed by The Halcyon Press, New York.

POLO MATCH FOR WESTCHESTER CUPS BETWEEN MEADOW BROOK AND ROCKAWAY TEAMS

At NEWPORT R. I. 1892



Mrs. J. Borden Harriman on Hungry Jim.



ALTHOUGH the origin of polo is shrouded in the obscurity of Eastern legends, enough is known from authentic history to justify the belief that the game is one of the oldest in existence.

Under the old Persian name of *Chaugan* it seems to have been familiar throughout the entire East from a very remote period. Many of the old Persian writings, both in prose and verse, contain frequent references to the game.

The introduction of polo into England is of very recent date. In 1869 some young officers of the Tenth Hussars, quartered at Aldershot, read in a Munnipore paper an account of the game, and resolved to try it. Horses were mounted, crooked sticks procured, and with these and a billiard ball the game of polo was first played on English soil. It was soon found that large horses were not suitable, and a number of ponies were imported from Ireland. Regular teams were organized and systematic practice was begun. In 1870 a match was played at Richmond Park between the First Life Guards and the Royal Horse Guards, which was won by the latter by four goals. Clubs were organized in various places throughout England; Hurlingham became the favorite meeting ground, and there the game has prospered ever since. New and more scientific

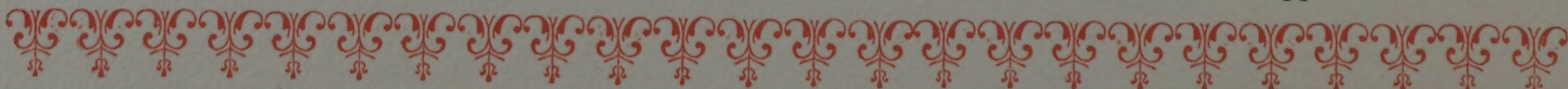
rules were adopted, and by 1876 polo was fairly established.

In the same year Mr. James Gordon Bennett introduced it into America. The first game in this country was played at Jerome Park, and the organization of the Westchester Polo Club followed with these members: James Gordon Bennett, Colonel William Jay, Herman Oelrichs, F. Gray Griswold, Frederic Bronson, Lord Mandeville, W. P. Douglass, Winthrop Thorne, G. R. Fearing, Fairman Rogers, Hollis Hunniwell, G. G. Francklyn, John Mott, H. Ridgeway, and S. S. Howland.

The following year the game was played at Long Branch, and thence it was carried to Newport. In 1886 a team came over from Hurlingham, and on August 25th a match was played with a picked American team for a cup known as the America Cup. After a spirited game the Englishmen won, and the cup was carried to Hurlingham, where it still remains.

The match represented in the accompanying plate was played at Newport, on August 16, 1892, by the Meadow Brook and Rockaway teams, and was won by the Meadow Brook team; the score by actual play being Rockaway $5\frac{1}{2}$, Meadow Brook $4\frac{1}{4}$, and the score by handicap, Meadow Brook $6\frac{1}{4}$, Rockaway $5\frac{1}{2}$.

The players in the Meadow Brook team were Messrs. Thomas Hitchcock, Jr., O. W. Bird, August Belmont, and Moses Taylor; and in the Rockaway team, Foxhall Keene, J. E. Cowdin, J. S. Stevens, and R. La Montagne. The game was umpired by Mr. W. K. Thorn, assisted by Mr. R. M. Appleton.



POLO MATCH FOR WESTCHESTER CUPS

Between Meadow Brook and Rockaway Teams

Newport, R. I., 1892





Polo Match for Worcester Cup.
Between, Lindbergh and, Robinson, Jr.
Sept. 2, 1882





THE ROAD COACH ACQUIDNECK

MR. H. ASTOR CAREY Whip

At NEWPORT R. I. AUGUST 1892



Running Ponies of Mrs. S. S. Howland.



N no other way has the advance of civilization been more marked than in the progress from the sled, the earliest form of road carriage, to the modern wheeled vehicle in its many forms, so well adapted to the various needs of men. The sled, it is known, was in use in Egypt four thousand years ago, and it is probable that the first step from this primitive form of transportation was an easy and natural one. It is a simple device to put rollers beneath the runners of a sled, thus making the progress of the sled easier, and some early inventor doubtless saw the advantage of making the rollers a part of the carriage itself. At all events the wagon on wheels was used in Egypt many centuries ago, and, so far as is known, first there. The war chariot, which apparently was the earliest form of wheeled vehicle in general use, also originated in Egypt, but its use was rapidly extended, and it is probably this use that led to the adoption of wheels in transportation. The use of wagons was necessarily at first limited to cities and the cultivated districts near them. The Romans were the first to perceive the advantages in this method of conveyance, and very early they began to extend carriage-ways throughout Italy. After the decadence of the Roman Empire the carriage-ways were permitted to fall into decay, and for

nearly a thousand years transportation by pack animals was the only method in use.

About four hundred years ago wagons were again used commercially, but progress in road making was slow, and as late as a hundred or so years ago pack animals were still used in portions of Great Britain and Germany.

In England carriages became an ordinary article of manufacture in the time of Charles II., but progress in the art of carriage building was slow until the betterment of the English roads was begun by MacAdam about 1815. Then improvement was rapid, and this improvement was signal in the manufacture of mail coaches. The old rough and heavy coaches were replaced by those more skillfully arranged, of lighter weight with better springs and axles. Perfection in design, durability, lightness, and handiness was well-nigh reached when the introduction of railways caused the disappearance of travelling coaches. Since then coaches have been constructed in the best possible way for amateur use alone.

The Acquidneck was the first road coach to run out of Newport. It made its first trip from Newport to Tiverton on July 30, 1892. Mr. H. Astor Carey was the owner and whip. The accompanying plate represents the coach about to start from the Casino in Newport. Some of the occupants of the coach were, besides Mr. Carey, Mr. and Mrs. Royal Phelps Carroll, Mr. F. O. Beach, and Mr. Woodbury Kane.



THE ROAD COACH ACQUIDNECK

Horsed and driven by Mr. H. Astor Carey

The start from the Casino, Newport, August, 1892



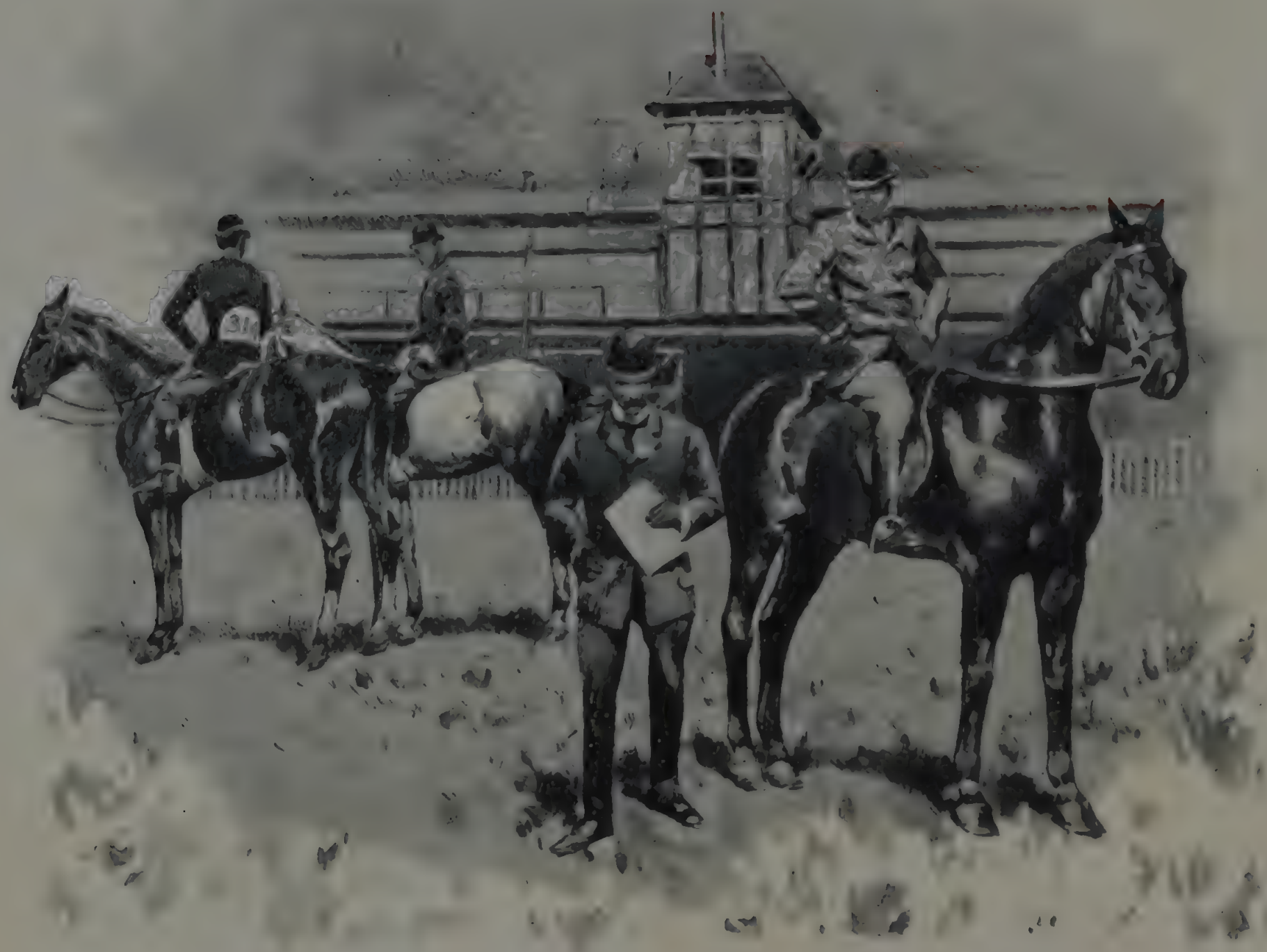


The Road Quail Aqueduct
Ward and driven by W. H. Steer Way
the start from the business world. August 1892

THE QUEENS COUNTY HUNT

Mr. F. GRAY GRISWOLD Master

At MINEOLA L. I.



Group of Hunters at Open Air Horse Show.

"Hark! the huntsman's begun to sound the shrill horn;
Come, quickly unkennel the hounds.
'Tis a beautiful, glittering, golden-eyed morn,
We'll chase the fox over the grounds."

—Old Hunting Song.



FOXES were not hunted in England in the present style, with all the refinement and magnificence that surround the sport, until the beginning of the present century. It is stated by a former Lord Wilton, in his

"Sports and Pursuits of the English," that it was not until 1750 that hounds were entered solely to fox, although there is a tradition that one of Lord Arundel's ancestors kept a pack at the close of the previous century. Earlier sportsmen evidently regarded the chase of the fox as affording sport far inferior to that of the stag or hare. Oliver St. John, Solicitor-General, said in a speech before the House of Lords in 1641 that "We give law to hares and deer because they are beasts of chase; but it was never accounted either cruelty, or foul play, to knock foxes and wolves on the head as they can be found, because they are beasts of prey."

From the engravings in Blome's "Gentleman's Recreation," and from a cut reproduced in Strutt's "Sports and Pastimes of the People of England," from a manuscript written in the fourteenth century and now in the Royal Library, it appears that the fox was generally hunted on foot, which may, perhaps, explain the aston-

ishing advice given by Sir Thomas Cockaine in his "Short Treatise of Hunting," published in 1591, that "Every huntsman his part is to hew him, or backe him into the covert again when he offereth to breake the same."

When the practice of putting hounds to foxes became established, the hunt was conducted very much as the chase of the stag is now. In an article on "Hunting" published in the Badminton Library, the Duke of Beaufort speaking of this fact says: "A couple of steady old hounds were thrown in when the drag had led the pack up to the covert where he lay, taking his rest after his midnight rambles, and it was not till he was fairly on foot and away that the body of the pack was laid on. Both hounds and horses were slow then as compared with now, and the riders we may guess to have been much like Squire Draper, 'avoiding what was unnecessary and riding with judgment.'"

It is gratifying to all lovers of manly sport in America that the popularity of riding to hounds is steadily increasing, and that there can be no doubt as to its permanency in this country.

The accompanying plate represents the Queens County Hunt following the hounds at Mineola, L. I. Mr. F. Gray Griswold is the master. Some of the others in the plate are Mr. H. L. Herbert, Mr. C. Albert Stevens, Mr. P. F. Collier, and Mr. S. D. Ripley.



THE QUEENS COUNTY HUNT

In and Out over the Jericho Road

Mr. F. Gray Griswold, Master

October, 1892





THE QUEENS COUNTY HUNT.

Fun and Fun over the Florida Road.

Wm. C. Gray, Principal, Master.

October, 1892.

Printed by The HelioType Printing Co.

